

## TRADE IN LIVE STOCK AND MEAT PRODUCTS

CENSUS DEPARTMENT FURNISHES FIGURES ON DEALINGS  
FOR FIRST SIX MONTHS OF 1910.

Commercial movements of live stock and meat products for the first half of 1910, as reported to the bureau of statistics of the department of commerce and labor, to some extent reflect the shortage of the animal food supply in the country. While the June movements were in most cases heavier than for the earlier months, the record for the first half of the year, both in the domestic and foreign commerce, indicates a considerable shrinkage in the commercial supplies of some of the prime necessities of life.

Livestock receipts during June at seven primary interior markets, 3,035,780 head, for the first time since January showed a gain and exceeded even the June, 1909, receipts of 2,954,224 head. Of the total 651,679 head were cattle; 161,400 head, calves; 1,582,692 head, hogs; 682,688 head, sheep; and 20,231 head, horses and mules. The June receipts of hogs, while decidedly higher than in either of the three preceding months, still continue much below the average for like periods in earlier years, while the cattle figures exceed the corresponding 1909 and 1908 totals. The shortage in the commercial supply of live stock is best seen from a comparison of the half-year figures, which totaled 16,463,756 head in 1910, compared with 16,081,725 head in 1909 and 20,220,293 head in 1908. The loss of over two and a half million head, as compared with 1909, is due almost entirely to the smaller number of hogs brought to market. Assuming that the average six months receipts for the first five years at the seven primary markets represent the normal commercial supply, the shortage in hog receipts thus far in 1910 is almost 25 per cent. However, the larger average weight of the animals reported for the present year offsets, to some extent, the loss in numbers. The distribution of this loss in hog receipts is far from uniform. It shows a loss of 21 per cent, as compared with the above average; Kansas City, a loss of 26 per cent; Omaha, a loss of 20 per cent, and St. Louis a loss of only 5 per cent. The curtailment in the commercial supply of cattle is less pronounced, the six months' receipts for the present year being about 6 per cent below the average half-year receipts for the preceding five-year period. It should be stated, however, that the cattle figures for Omaha and St. Louis include the receipts of calves. Inasmuch as the six months' receipts of calves for the present year at the five markets which report them separately have over 25 per cent below the average six months' receipts for the preceding five-year period, it follows that the receipts of cattle at the seven leading markets were really lower than stated above, and the losses, as compared with earlier years, correspondingly larger. As compared with the above average, the receipts of sheep at the seven leading markets, 3,820,256 head, show a loss of over 11 per cent. It is noteworthy that the decline in the supply of sheep began after 1906, that of cattle after 1907, and that of hogs after 1908.

Livestock receipts for June at the four principal Atlantic seaboard cities, 819,745 head, were larger than for any other month of the year, though falling short of the June, 1909 and 1910, totals of 865,570 and 920,236 head, respectively. The aggregate livestock receipts at these four cities for the first half of the year, 3,865,200 head, likewise show a decided decline from the corresponding 1909 and 1908 figures of 4,457,080 and 4,805,695 head. Here also the largest loss is shown in receipts of hogs, while the number of calves marketed shows a substantial increase over the figures of earlier years. The six months' supply of hogs at the four seaboard markets, 1,696,304 head, fell about 20 per cent below the average six months' figures for the preceding five years. The largest receipts of hogs, as in the case of the principal interior markets, are shown for the first six months in 1908. The number of sheep handled at these four markets during the first half of the year, 1,284,245 head, likewise indicate a continuous decline since 1906.

The shipments during June of packing house products from Chicago, 176,820,560 pounds, show the largest monthly total for the year, though falling below the June, 1909 and 1908, shipments of 185,665,090 and 204,823,305 pounds. The six months' figures for 1910, 993,953,975 pounds, for the first time during the more recent period fell below one billion pounds and were almost 20 per cent below six months' average for the preceding five years. The largest item of shipment for the six months, fresh beef, 416,288,600 pounds, showed a gain of over fifty million pounds over the 1909 figures. As compared, however, with the average six months' shipments of this article during the preceding five years, a loss of over 15 per cent is shown. The shipments during the same period of cured meats, 294,423,400 pounds, show a loss of 20 per cent when compared with the average for the above period. The shipments of canned meats, 29,397,625 pounds in the six months of 1910, have not yet regained the ground lost since 1906. The six months' shipments of lard, 135,739,800 pounds, show a loss of over 20 per cent when compared with the average for the six months' period of the five preceding years.

A decline of over 25 per cent is shown in the eastward movement from Chicago of provisions, which are valued at 448,492 tons for the first six months of 1910, as compared with an average of over 600,000 tons for the corresponding months of the preceding five years. The export trade in the live animals and meat products reflects the same downward tendency. Thus the foreign shipments of cattle, which as late as the fiscal year 1908 comprised 349,210 head, fell during the fiscal year just ended to 129,439 head. The quantity of fresh beef exported fell from 201,154,105 pounds in 1908 to 75,729,666 pounds in the fiscal year just ended. The quantities of hog products exported show even heavier decreases. Thus foreign shipments of bacon, which comprised 241,189, 929 pounds in 1908 went down to 152,162,107 pounds in 1910; hams and shoulders, 221,769,634 pounds in 1908 to 146,885,385 pounds in 1910; fresh, canned and pickled pork from 170, 837,427 pounds in 1908 to 45,113,899 pounds in 1910, and lard from 603, 312,770 pounds in 1908 to 362,927,671 pounds in 1910.

The stocks of meat at the end of June held in five principal stockyard centers, 197,870,600 pounds, show some increase since January of the present year, though compared with the five year average for the same date, a decrease of over 26 per cent is shown.

On the Baltimore & Ohio, for example, 550 employees are carried on the pension roll today, and the contributions for the pension fund have already run up to \$1,250,000.

Railroad men have been encouraged to form relief associations to care for sick and injured members and to relieve widows and orphans. The companies contribute liberally to the relief funds, furnishing offices, stationery and clerical forces. The Baltimore & Ohio started off its relief association with a gift of \$100,000 and has since borne all expenses of administration. The Philadelphia & Reading founded a like sum for the relief fund of its employees, and has given annually 5 per cent of the amount contributed by the members of the fund. In this case, also, the company bears the expense of management.

The encouragement of thrift among the men is part of the policy of the modern railroad. The company volunteers to take care of the savings of its employees, and guarantees, say, 4 per cent interest. If the deposits earn more than 4 per cent, of course, the employees get the benefit of the excess. Savings deposits entrusted to one large railroad aggregate \$4,500,000. Since the system was inaugurated, loans to employees, for the building of houses, have aggregated \$8,000,000.

In 1888 to 1907, employees' savings taken care of by the Pennsylvania railroad amounted to more than \$11,000,000. The interest on the savings came to a total of \$1,225,000. The educational work of the railroads has grown until every large company is practically a technical college. Apprentice systems have been adopted. The companies give men as young as 16 a chance to learn the trade thoroughly to be competent railroad workers. Often the men who have been working for one road, for several years, apprentice their sons, so that the youths may be well trained to serve the same road.

On one large western road boys are indentured at 16 years of age for four years. While they are under instruction they receive liberal wages. At least four hours a week they spend in school studying problems connected with daily work. In addition, the company provides a night school at which the apprentices may improve their general education. Bonuses are paid to apprentices who do exceptionally good work.

This company does not confine itself to teaching trades to the young men. It seeks to exercise some control over the habits while off duty, fixing a standard for their conduct. Cigarette smokers, for example, cannot be apprentices.

When a boy has finished his apprenticeship he has an opportunity to take a regular job. Eighty per cent of the boys stay with the company after their time is up, and one-half of the others return within a year. One of the eastern roads, which has an elaborate apprentice system, has contributed \$250,000 to the high school in the town where its principal shops are located. This company has a technical department which, for its particular purpose, is not surpassed anywhere. The so-called Harriman lines not only produce trained, skilled mechanics, but they have a sort of "higher education" to qualify men to become general officers. In 1909 there were 25 students taking a course of 42 months' study that they might fill high jobs.

The tendency of all these various "outside" activities of the railroad companies is to produce a steady trained army—an army composed of men who enter it young and stay in it, not of men who enroll for a temporary stay. A premium is put upon permanence of employment. Pensions and the full benefits from the relief funds are given only to the men who stay at their posts.

If the action of the companies is philanthropy, it is wise, business-like philanthropy. Moreover, it is not only beneficial to the community, but to the men, but to the public, for it tends to produce a skilled public servant able to carry on the transportation business of the country with the minimum of delay and accidents.

### SHERIFF INTERVIEWS A MAN IN BRIGHAM JAIL

Sheriff Wilson made a trip to Brigham City Saturday to interview John Peterson, who, a short time ago, was alleged to have stolen a horse from Pleasant View and was arrested in Salt Lake. Deputy Sheriff Hutchins going to that city for the man, only to find that the Brigham City officers were there first, charging Peterson with the theft of a horse from the Box Elder metropolis.

It was thought at the time of the arrest that Peterson was the man who stole a horse in Ogden, and the animal which he had with him was also recovered.

On investigation, however, it was discovered that the horse Peterson had was one which had been stolen from a Brigham City man, which resulted in his being taken back to Brigham City.

Sheriff Wilson recognized Peterson as an ex-convict, who was sent up from Ogden several years ago, to serve time for burglary. Mr. Peterson stated that Peterson was an old hand at the police game, and that he did not succeed in connecting him with the Ogden theft at all.

### INFORMATION IS FILED AGAINST HARRY LAWRENCE

Saturday afternoon District Attorney N. J. Harris filed an information in the district court charging Harry Lawrence with burglary in the third degree.

It is claimed that Lawrence, on July 19, stole valuables amounting in all to about \$42,000 from a cottage rooming house, 2518 Lincoln avenue. The loot included watches, other articles of jewelry and \$5 in money.

Information was also filed against Charles A. Bauer, charging him with felony. It is alleged that Bauer, about May 16, salted the Golden Rule mine in an attempt to sell out his interest in the mine to Fred L. Bradley.

### OLD ACTOR IS DEAD

New York, Aug. 8.—John Stubby, 52 years old, tragedienne, who played with Edwin Booth, Edwin Forrest and Laura Keane, is dead of infirmities incident to age. He was born in Boston, became an actor and devoted himself to tragedy and old school melodrama. He was a favorite in "Blaze," "Jack Cade," "The Duke's Motto" and the Shakespearean tragedies. He was six feet tall and of powerful build.

## SALT LAKE AND STATE NEWS PATTEN MURDERER STILL AT LARGE

SALT LAKE, Aug. 7.—Speedy, the man accused of shooting Tim Patten at the Heidelberg at 1:50 o'clock Friday morning, is, it now transpires, a habitue of various places of ill-repute and an attendant on either some woman or woman. So far he has not been apprehended, but the police are working on a clue which is liable to land him at any moment.

According to information furnished the police department, Jeffries was not altogether the bad man that first accounts gave. On the contrary, his friends claim he was a mild, inoffensive fellow and his shooting of Patten was the outcome of actual bodily fear. On a number of occasions, it is stated, Patten has severely beaten up Jeffries, who was not only more mild-mannered, but even inoffensive.

It had also been claimed that Jeffries had been arrested by the police several times, and that he had also acted as "stool pigeon" for the department. This statement, Chief of Detectives George Sheets said this morning, is not true. While Patten had just about as bad a reputation as most law men have, yet on the contrary, Jeffries had no police record as far as he knew.

The police department is using every effort to find Jeffries, and the departments of surrounding cities have been appealed to to aid in his apprehension.

Jeffries, or "Patten" has been arrested and is now being held as an important witness, as it is believed that she knows at present the whereabouts of Jeffries, but is shielding him.

## ALL NIGHT BARS IN SALT LAKE

SALT LAKE, Aug. 6.—Why are the saloons of Salt Lake City permitted to remain open until the wee small hours of the morning, when the city ordinance provides that all saloons doors shall close promptly at midnight, and there is no provision made for two or three hours grace in which to clean and sweep ready for the next day's business?

No one, not even the mayor, seems to know.

That the saloons are remaining open and doing business after 12 midnight is absolutely certain from the following facts: On the morning of July 29, Leonard Piro, an Irish tender, was shot and instantly killed at 3:30 a. m. while tending the bar of James Tedesco's saloon at Fourth West and First South streets; Friday morning of this week Tom Churchill, at 1:45 o'clock, was shot and killed at the Heidelberg saloon on Third South street, just east of Main street. The saloons were open at 1:45 in the morning. The murderer went to the Bank saloon, where he purchased a bottle of whiskey after 2 a. m.

It is rather serious evidence to require a murder to prove that a saloon was open, but these cases merely show how general is the wide open policy of the city.

### News for the Mayor.

When approached upon the subject this morning, Mayor Bransford said: "I cannot say why the saloons are permitted to be open after 12. The matter has not been brought to my attention since more than six months ago. I do not know if the police have certain rules regarding the cleaning up of the places or not. I certainly haven't been in one myself after midnight."

### ONE BURGLAR CAUGHT; BUT OTHER ESCAPES.

Salt Lake, Aug. 8.—A man who gave the police his name as J. J. Davis was arrested by Patrolmen Bush and Pierce early Sunday morning and taken to police headquarters, where he is being held pending an investigation.

Patrolmen Bush and Pierce had been detailed for plain clothes work, and while walking on Cactus street they saw two men who were apparently hiding behind a billboard, and from the view of Patrolman Carsburg, who was on the opposite side of the street. As Patrolmen Bush and Pierce drew near the two suspects they ran from behind the billboard and into the alley in the rear of the Moxum hotel. Patrolman Bush commanded them to stop running, and when they continued he fired one shot in the air to frighten them. The shot seemed to land wings to the suspects, who squeezed through a hole in a fence in the alley. The one who gave the name of Davis was captured later by Patrolman Pierce.

When the stores in the neighborhood were examined, the patrolmen discovered that burglars had attempted to enter the rear door of the Moxum bar, and had almost broken the lock of the door by the use of a "jimmy." The burglars had failed to gain an entrance.

## ONE ORGANIZATION FOR RAILROADS

ST. LOUIS, Aug. 7.—W. G. Lee, grand president of the Order of Railway Trainmen said tonight that there is a possibility for the different orders of railroad employees merging into one general organization.

With A. B. Garretson, president of the Order of Railroad Conductors, Mr. Lee has been in conference here with 150 delegates representing roads west of the Illinois Central. The conference will end tomorrow. While the sessions are executive, it is known that trainmen and conductors are planning to ask for increased wages. The conductors want to work on the mileage basis.

The result of the present delibera-

tions will be forwarded to the different local lodges for approval before the railroads will be approached. The night conference was developed that the members of their organization to vote on the question of demanding an increase of 20 per cent in wages from the railroads.

The passenger conductors, in addition to asking for pay on the mileage basis, it was reported, will demand an eight-hour day.

### TYPOS TO MEET.

MINNEAPOLIS, Aug. 8. The Fifty-sixth annual convention of the International Typographical Union will open in this city tomorrow and continue six days. San Francisco, Salt Lake and Houston are after next year's convention.

## CONFER ON RAILROAD LAW

PORTSMOUTH, N. H., Aug. 6.—The conference of attorneys representing all the important railway systems of the United States, called for the purpose of discussing the new railroad law, and which has been in progress for several days, broke up this evening.

Another meeting will be held in New York in December.

A statement giving a general outline of the work of the conference was issued. As far as could be learned there appeared to be a general sentiment among those present in favor of a liberal interpretation of the amendments to the railroad law adopted by the last congress. This was particularly true of the so-called long and short haul clause. In the consideration of which much time was spent.

The lawyers who have been engaged in the conference express confidence that the Interstate Commerce commission will proceed conservatively, without making any rulings that will disturb existing conditions.

"There has been no disposition whatever on the part of any one to suggest means of evading the act," said Edgar J. Rich, general solicitor of the Boston & Maine railroad.

The statement given out follows:

"The conference has considered questions arising under the act to regulate commerce as recently amended by congress. The several days of meeting were in the main spent in a general interchange of views of those present. Some informal votes were taken, but this was not with any thought of forestalling independent action, but in order to obtain a more definite expression of opinion than would otherwise have been possible on matters which were in the main those of a practical nature, of which traffic officials with to be advised."

W. E. Kay of the Atlantic Coast Line today said:

"For three days the conference considered the long and short haul clause. The questions involved, particularly with relation to rates where there is water competition, were referred to a committee which was instructed to report at a conference early in December. There are many questions as to which the attorneys are in doubt, including those of the constitutionality of certain provisions of the new law, the extent of the Interstate Commerce commission's authority, and whether the rulings of the commission can be carried to the United States supreme court."

### PICKNICKERS INJURED.

PORTLAND, Aug. 7.—Every one of the nine occupants of a wagon filled with picknickers was injured in a runaway today and as a result Mrs. Evelyn N. Kinder may die. Her skull is believed to be fractured. The horses took fright when the driver dropped one rein and the wagon went into a ditch.

A woman who pretends to laugh at love is like the child who sings at night because he is afraid.

## COLORADO WANTS COL. ROOSEVELT

PUEBLO, Colo., August 7.—Although Colonel Theodore Roosevelt does not believe he will be able to accept the invitation extended him by the Arkansas Valley Commercial association to attend the famous Watermelon day at the Arkansas Valley fair at Rocky Ford, Colorado, September 1, when more than 10,000 people will be in attendance, an effort is still being made to get him to reconsider his determination.

In reply to his letter of thanks but of declination, written to R. H. Faxon, president of the Arkansas Valley Commercial association, Col. Roosevelt says:

"I wish I could accept, but it is a simple impossibility. You have no conception of the multitude of requests to speak, and invitations to attend banquets and reunions which I have received."

"It is physically impossible for me to accept even one in a hundred. I am deeply touched by the courtesy shown to me in asking me to attend these banquets and reunions, and make these speeches, but I could not possibly accept more than a relatively small proportion unless I absolutely abandoned all thought of doing anything else in any kind or sort—and I mention this as applying to the invitations which I should really like to accept."

To this Mr. Faxon made reply, pointing out how, without inconvenience or discomfort, Col. Roosevelt could easily stop in Pueblo and participate in the cornerstone laying of the new Young Men's Christian association building and then tarry briefly at Rocky Ford while going from Denver, where he will be August 31, to Osawatimie, Kansas, where he will dedicate the John Brown state park September 2.

The effort has not yet been relinquished, either, to secure Col. Roosevelt's promise to attend and address the Eighteenth National Irrigation congress, Pueblo, September 26-30. It is pointed out to Col. Roosevelt that he once called the irrigation congress "the greatest development agency in the land," and that he has promised to attend the National conservation congress at St. Paul and the Trans-Mississippi Commercial congress at San Antonio, both younger and less influential organizations than the National Irrigation congress.

## AGAINST FRAUDS IN DIVORCE CASES

SPOKANE, WASH., Aug. 7.—Publicity as a caution against fraud in actions for divorce is advocated by Presiding Judge J. D. Hinkle of the superior court of Spokane county, who announces that this rule, permitting thirty days to elapse between the filing of the suit and the trial of the case, undoubtedly will be adopted by the judges in Spokane county, going into effect on November 1.

Judge Hinkle, who has studied the question for years, also advocates these reforms in requirements and procedure in divorce cases not only in this county, but all over the country.

Six months or a year between the time of separation and filing of complaint in action on the grounds of cruelty and non-support.

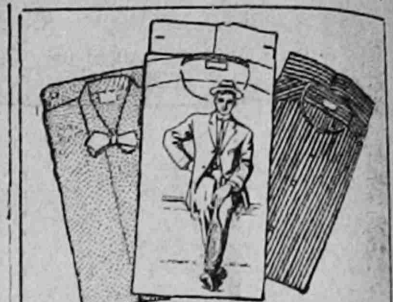
Two years' residence in the state to enable a former non-resident to sue for divorce.

Interlocutory decree of divorce not to be made final until six months or a year after the trial of the case.

Requirement that parties may not remarry within a year of the granting of a divorce.

"The requirement now is that a suit be filed at least five days before the trial," Judge Hinkle said. "It used to be that a case would be started one day and rushed to trial the next. Publicity was dodged and often a year would pass before relatives or friends of the couple knew they had been legally separated."

"The system followed in several states in granting an interlocutory decree at the time of trial, which



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does not become final except through the act of the petitioner, at months or year later, would also be an advantage. Many reconciliations might which are prevented now by the divorce becoming final immediately after it is granted."

## YOUNG THIEVES ATTACK WOMAN

Three street robbers made their appearance in Ogden Saturday night, attempting to snatch a gold watch from Mrs. Fidella Chappel of 809 Twentieth street.

The latter succeeded in frustrating the efforts of the thieves, and in their haste to escape one of them dropped his hat in the street, and it was taken to the police station by Patrolman Chandler.

The hat is a white straw sailor and from its appearance was evidently purchased but a short time before its owner was compelled to abandon it.

The police have a clue to the would-be thieves and arrests will probably be made today.

## BIG LEAGUES MAY CEASE

UTICA, N. Y., Aug. 7.—"Unless Sunday baseball is permitted in the New York State League, it is extremely doubtful whether the league will continue after this season," said President John H. Farrell, following a meeting of league representatives today.

The meeting was called by Farrell to consider the agitation against Sunday games in the state.

"The league," said Farrell, "is now costing \$24,000 a month. To go on with this season's schedule which will close Sept. 17 will, without Sunday games cost the league at least \$25,000. But the members of the league have decided to give the people the promised schedule of games, even if the league cannot exist without Sunday ball and without it no games can be had after the close of the season."

It is therefore up to the baseball lovers to see Sunday games are permitted another year."

## CLUBS, SCHOOLS AND PENSIONS NOW FOR RAILROAD EMPLOYEES

COMPANIES ENCOURAGE MEN TO STAY IN THE SERVICE  
BY MAKING LIFE AS AGREEABLE  
AS IT IS POSSIBLE.

Nowadays a railroad company is not merely an organization for transporting passengers and freight. It has grown to be a vast social force, conducting clubs for its employees, bestowing pensions, training young men, guarding the savings of the thrifty, supporting rest houses, hospitals and schools.

Probably nothing has done more for the cause of temperance than the stand which the railroads have taken on the use of liquor. Not only is drunkenness generally recognized as a cause for dismissal, but one after another the railroads are going so far as to discourage all drinking. Many of them have rules forbidding any employee to touch or use intoxicating liquor in any form.

The extensive club life among railroad employees is one of the most important results of the interest shown by the railroad in the daily life of its men. When the engineer or the fireman or the conductor leaves duty now, in some town away from home, he is not forced into a saloon for comfort. He goes to the most modern club, where he may mix with his fellows in clean surroundings with books, newspapers, games and music. At this same club he is able to get an appetizing meal at a very low price.

The club houses are provided by the companies. It may be philanthropy, it may be good business; probably it is both. The company reaps its return in the faithful service and sobriety of its force, and at the same time brings hours of content into the life of many a man who would never have similar opportunities if he were left to find his own recreation.

In some cases the club is not called by that name—it is known as the Railroad Y. M. C. A. But in fact the name is the same, as the railroad is the principal supporter of its local Y. M. C. A. Of the total current expenses, aggregating \$1,125,000 last year, the railroads contributed 35 per cent.

The railroad club has all the freedom and equality of the saloon with out the liquor and the dirt. It is exclusive only in the sense that only

employees can be members. There is no other requirement except that all members shall conduct themselves as gentlemen. A well-stocked reading room, billiard and pool tables, a piano and plenty of easy chairs provide for the most divergent tastes. Bath rooms are always a prominent feature, and every part of the club is kept scrupulously clean. The railroad company provides for the cost of administration, employs a club director, and sees that everything goes smoothly. There is no membership fee; the only expense to employees are the small charges for meals, billiards and lodging, all of which are supplied at cost.

Recently the Southern Pacific, the Union Pacific and Oregon Short Line built many club houses, costing from \$10,000 to \$35,000 each. Every one of these is in charge of a secretary, who is constructed for the holding of dances, lectures, and entertainments. The Atchison, Topeka & Santa Fe railroad maintains twenty clubs for its employees, and entertainments are given once a week. In the isolated places these entertainments are staged for the townspeople as well as to the railroad men.

The pioneer work in affording social benefits to employees was done by the railroad branch of the Y. M. C. A. It was so successful that many of the roads, especially in the east, prefer still to contribute to the Y. M. C. A. and leave the details of management to that organization rather than conduct the club on their own account. Last year the railroad Y. M. C. A. owned and occupied 120 buildings, valued at \$2,599,680. It occupied 51 other buildings provided for the railroads, valued at \$1,360,000. The building in New York given by the railroads is valued at \$225,000. There is one worth \$75,000 in St. Augustine, Florida.

The pension systems which have been established by the companies, and the relief funds which they maintain, have been of estimable benefit to the employees. The pension plan has been extended so far that now 40 per cent of all railroad employees in the United States are in line for a steady income when they are re-